

MARRIAGE.

At the R. C. Church of St. Joseph, Singapore, on May 15th, by the Very Rev. Father Baptiste, assisted by Fathers Santos and Vicini, Mr. THOMAS ANDREW ARUNDELL SCOTT to Mrs. ADELINE BOOTH.

DEATH.

At the Government Civil Hospital, Shanghai, Captain C. N. TOMKINSON of Shanghai. The funeral cortege will pass the Monument Happy Valley, at 8 a.m. to-morrow. Friends are invited to attend.

The Hongkong Telegraph

HONGKONG, THURSDAY, MAY 26, 1898.

TELEGRAMS.

("HONGKONG TELEGRAPH" SPECIAL.)

TIENTSIN, May 25th, 1898,
4.30 p.m.

Prince Henry of Prussia arrived here to-day from Peking. His reception by the German residents was not very brilliant. The local impression is that the British community and consular body generally were rather snubbed. The Prince leaves at once.

REUTER'S MESSAGES.

THE SPANISH-AMERICAN WAR.

LONDON, May 24th.

Two transports have embarked troops at San Francisco for Manila.

It is rumored that Spain is negotiating for the sale of the Philippines to France. Admiral Schley's and Sampson's squadrons have left Key West in search of Admiral Cerveras.

MR. GLADSTONE'S OBSEQUIES.

The Prince of Wales, the Duke of York, Lord Salisbury, Lord Rosebery, Lord Kimberley the Archbishop of Canterbury, Mr. Balfour and Sir William Harcourt will act as pall bearers to the late Mr. Gladstone.

LOCAL AND GENERAL.

Two coolies who cut up "top ropes" in brothel were to-day sent to gaol for 14 days each.

A DIRTY individual who was cleaning entrails in Stanley St. was fined \$15 or six weeks' hard labour.

HIS Lordship the Chief Justice will deliver judgment in the suit *Musso v. Musso* at 2 p.m. to-morrow.

A BOY of 13, found stealing brass trappings from a private rickshaw was to-day ordered to receive 10 strokes with the birch.

THE police are getting on to the unlicensed "chow" and the Chinese owner of a white "bow-wow" dog was to-day fined \$3.

A JAPANESE journal states that seven steamers returned a few days ago in Ulita from Wel-hai-wu, with 2,596 troops and 217 horses.

TONO TAX who took part in attacking an Indian constable while the latter had a prisoner in custody was to-day sent in for 14 days' hard labour.

INSPECTOR O'BRIEN charged two shop shopmen to-day with obstructing him while in search of unjust weights and measures. Fines of \$35 and \$25 or six weeks were imposed.

A GAZETTE Extraordinary was issued to-day by H.E. the Officer Administering the Government prohibiting the exportation of arms, military stores, &c. coastwise, for a period of six months.

ELEVEN coolies charged with assaulting one of their class at Quarry Bay and well nigh splitting his forehead open, were brought up at the Police Court to-day and remanded till to-morrow. Bail \$25 each.

WE learn from Peking that the convention for the rectification of the British frontier at Kowloon—by including the strip of coast from Deep Bay to Mirs Bay—was to be signed immediately upon the return of Sir Claude MacDonald to Peking.—*China Gazette.*

P.C. HAMMOND to-day charged two junk masters with neglecting to obey the quarantine regulations on arrival here from the infected port of Canton. Captain Hastings expressed his opinion of the matter by "flogging" each \$100, in default of three months' hard labour.

THE directors of the Netherlands-India Commercial Bank have lost the Chinese cashier and their branch at Samarang. A balancing of the accounts led to the discovery of a deficit of 320 guilders. The cashier was thereupon discharged, and his relatives were called upon to pay up the amount missing, which they did.

THE Band of the K. O. L. Regiment will play the following programme at the Officers' Mess to-morrow, commencing at 8 p.m.:

Overture	Proctor	Waber
Selection	Un Bello in March	Yard
Value	Of Kailash	Lovings
Song	On The Hills	Woodland
Ballad	Donsett
Value	Chantilly	Walden

God Save the Queen.

THE British ships *Atlanta* (Captain McBridge) and *Bearwing* (Captain Griffith), which cleared from Shanghai on April 6 are reported to be sailing to Newsgal, for a bit, the stakes being \$500 gold. The *Atlanta* is 1,630 tons and was launched at Glasgow in 1889. The *Bearwing* is 1,354 tons and was launched at Newcastle on Tyne in 1889.

THE steersman of the steamlaunch *Kwong Yee*, which collided with a cargo boat in the harbor on the 18th inst. was charged on remand at the Magistracy yesterday afternoon with the manslaughter of a woman and child who were drowned through the capsizing of the boat. After hearing evidence, Commander Hastings discharged defendant.

One of the uses for which balloons may be employed is the investigation of the sea bottom. It has been found by aeronauts that frequently the bottom is clearly visible from a balloon through the water. This fact has recently been made use of to recover a torpedo boat which had been lost off Toulon. Not only was this found, but also two others, which had vanished at an earlier date.

THE "White Lilies" have then up to their old tricks in Kiangsu and dabbling in occultism come more, to the disturbance of the native mind. Their peculiar cult requires them to whip off the queues of any promiscuous Chinamen they can grab in convenient loneliness, and, if this is not possible, to rob stray fowls of their feathers. There are no end of featherless fowls in a certain district and the people are very excited, fearing all sort of witcheries.

THE *Osaka Mainichi* states that there are numerous cases of sickness in the Tochigi prison, the majority suffering from a dangerous affection of the lungs, and this is gradually increasing. The patients now number 42. The authorities are very much concerned about the matter and propose asking the Pietacular Assembly to vote a sum of money for the purpose of erecting a hospital building. The spread of the disease is ascribed to the incompetency of the prison doctors.

DR. NANSEN, it is reported, is saying hard things about the newspapers. He is credited with the remark that one of the pleasant things about the Arctic regions is that there are no newspapers there. This is injudicious. But for the newspapers Nansen would hardly be known outside of Norway; if ever a man's reputation was made by the newspapers Nansen's is that reputation. If he means the American newspaper interviewer, well enough, but why condemn all newspapers because those Yankees worry?

THE *Journal des Debats* sorrowfully admits that the Republic has scarcely been happy with her Colonial Railways, for those which she has made weigh heavily upon her finances, and work under deplorable conditions. "The Soedan Railway," it says, "is legendary; that which runs from Dakar to St. Louis has caused heavy loss; and it is useless to speak of the line to Luagou, which has cost five times more than the colonial administration estimated, and now that it has been finished it is necessary to reconstruct it throughout."

A JOURNALIST whose "Eisteddfod" copy from Newport was sadly mispunctuated determined that he would have no such bungling in his narrative of the Penryn quarter settlement. As a result, at least one daily paper received about a column of telegram with the following which serve for sample:—"The men's leaders thought they had gained a great victory point quotes who was the effect of the strike on the slate trade: quotes asked one of the most experienced quarry managers in North Wales quotes the slate trade and quotes he replied quotes is in a curious position point."

GUNNER Stockings, one of the Artillerymen who arrived yesterday from England, met with a serious accident at about 8:30 p.m. yesterday. He was fooling round on the balcony at Victoria Barracks and went over the railing, falling a distance of between 20 and 30 ft. When picked up and taken to the hospital at Wellington Barracks he was unconscious and remained so until 6:30 a.m. to-day. His skull appears to have escaped injury but he is badly hurt internally. The Medical Officers hope to pull him through before long. As his comrades say, it was pretty hard luck to signalise one's arrival after this fashion.

NEWS reached Sydney lately that one of the Japanese trading ships, named the *Kingo*, had started from Tokio on a visit to the colonies. The warship has on board 33 graduates of the Naval College in Japan. Her voyage is expected to occupy 163 days from the time of leaving Japan. Sydney, Melbourne, and some other principal ports in Australia are to be visited, and the return voyage will be made via the Fijian Group. The *Kingo* is composite built, and has a displacement of 2320 tons, her length 160 ft. 23 in., beam 40 ft. 6 in., and draught 17 ft. 6 in. She was built in 1877. She carries nine guns of heavy calibre.

AT the Temora (N.S.W.) police court the other day Norman McLeod was charged with assaulting Mr. Lucas, Mayor of Temora, with a cane in Hoskins-street on Thursday morning. McLeod pleaded guilty, but stated that he acted under strong provocation on account of some thing published about his sister in the *Temora Star*, of which Lucas is editor. The solicitor for the defence read several extracts from the *Star* which made allusion to McLeod's sister, and was put to the bench that no gentleman could allow such remarks to pass without chastisement. The bench fined McLeod 40s, which was collected in court in a few minutes. Altogether over £55 was offered to pay any fine that might be imposed.

A CORRESPONDENT sends the following to home paper:—"The new cycle tyre, which is causing some anxiety to the Dunlop directors and other holders of patents, is simple enough in its design and construction, if it will not stand the test of work. Inside the rim of the wheel is fixed what may be called a diaphragm of a strong and well-nigh indestructible silk tissue. This being stretched tight, with the air space at its back, is expected to give quite as much resiliency as any pneumatic tyre, possessing moreover, the advantage of being capable of adjustment to the weight of the rider. Over this is put a hollow Indian rubber tyre, the interior being packed with cork shavings or some similar light and elastic material. This may be pierced freely by a stone or nail, but even the point of a bayonet could hardly reach the diaphragm behind."

ANGR." Davis" Coultas got on the track of a gambling school at Pok Luk lane last night and with some other officers he raided the place. Five prisoners were bagged and to-day the first was fined \$30 or two months for running the show and the others were fined \$3 each or 10 days for being found in the place.

A CANADIAN paper says: "It was thought that the price of labour in Germany was about as low as it could be hammered down to, and in this, together with the long hours, and Sunday labour in many parts as has been alleged, lay the secret of Germany's ability to compete with the countries where workmen are more liberally paid, with shorter hours, and 'St. Monday' honoured. But one section of German industry is to receive a still further cut. The landowners of Mecklenburg are introducing Chinese upon their estates, as they will work more cheaply, and this may enable the farmer to make profit even at the low price of their product. The Chinese live on a lower plane than any other people, and therefore they can afford to work more cheaply. It is this constant cheapening of the price of labour in Continental countries that makes it so hard for British manufacturers, who, in order to keep their footing, are forced to divide the cut with their employers."

A CORRESPONDENT of *The Engineer* who signs himself Alfred Jingle, propounds the following lucid problem—"A group of half a dozen physicians, all eminent; a sheet of paper; a pencil. With the latter one of the group draws a pulley, a cord over the pulley, a tree, a bough from which the pulley hangs. To one end of the cord is attached a stone: to the other end clings a monkey. The stone balances the monkey. If the monkey proceeds to climb up the rope, what will happen? Will the stone rise or fall? No? Heated discussion; break up of the party; no result. Can any of your readers help to settle this question?" In answer, the editor of the *American Machinist* says:—"We confess we see little room for discussion, as to whether the stone will rise or fall; but, precisely just what will happen to the monkey may be a question that is a little more complicated." What would happen to the stone, and why? is another question. Of course, the weight of the monkey would continue to balance the weight of the stone just the same.

By the P. & O. steamer *Ceylon*, which arrived yesterday from England there reached Hongkong the following additions to the garrison—25th Company Eastern Division, R.A.—Major W. Morris, Capt. W. Thwaites, Lieuts. M. L. Wilkinson, W. Loring and R. A. Castle, and Lieut. E. W. Brown, and A. R. Hudson, 149 rank and file, to women and 14 children. For the Asiatic Artillery—One English non-com. and wife; for Staff Clerks Section, A.S.C.—Four non-coms. The gunners marched into barracks to the strains of their drum and file band, two sergeants acting as side-drummers. The men were in full marching order and as they passed the various barracks their comrades gave them a hearty welcome. It was thought that coolies might have been provided to carry the men's kit bags, as it was pretty hard that while so heavily equipped the new arrivals should have to carry them, as well as rifle, knapsack, &c. In certain service circles it is being asked whether the new company are likely to be sent to Wei-hai-wei.

MR. COPELAND, at the conclusion of an address on federation at the Centenary Hall, Sydney, recently referred to the war between America and Spain. He said that it was sadly to be deplored that those countries were going to war but when they remembered that the United States was a nation that had sprung from the same loins as themselves their sympathies should be with its people. When the sun rose to-morrow their brother Anglo-Saxons would begin a war, and what the result would be no one could say. It was not for them to inquire into the reasons which prompted America. If their own brother were in trouble they would ask no questions, but take off their coats and join in the fight. They would not have to do that in this case, because Brother Jonathan can fight his own battle. He thought, however, of the night before the battle they should give some expression of sympathy to their brothers in the United States, and he asked the audience to give three singing cheers for them. Mr. Copeland's remarks were taken up by the meeting, and three lusty cheers were given.

ANOTHER KOBE ASSAULT CASE.

Certain of the Japanese who would be offended at being styled coolies are more offensive and dangerous, it sometimes seems, than those who belong to that ignorant class. A case in point occurred recently when a party of five or six young ladies, and one gentleman were violently assaulted, with absolutely no provocation, in Lindo's Grove. The two chief assailants were quite respectfully dressed, but they were apparently drunk; and a third beast joined in for the fun of the thing. The former came down the pathway from the Moon Temple, as the foreigners passed into the grove. One of them struck a lady in passing, and the gentleman interfered. Then a shower of stones was thrown, and this was followed up by a dangerous onslaught. One of the curs seized a Japanese who happened to be lying near and used it as a deadly mortal intent, although wildly because of his drunken condition. The ladies ran while the gentlemen faced the attack, and got badly hurt in keeping the ruffians at bay. He had finally to take to his heels also and was hotly pursued. Most fortunately another walking party, one gentleman and two ladies, was met, and while the ladies were almost ahead the two men protected the rear. This arrangement was evidently too much for the brave Japanese who turned tail before this combined force and disappeared. The object of their violence had to obtain medical treatment on his return to Kobe, his leg being almost incapacitated. Things are going from bad to worse, and foreigners will soon have to take the law into their own hands; if they do it is quite certain the wretched coolies that persist in these outrages when strong in numbers will not always get the best of it.—*Hogo News*.

SERIOUS ACCIDENT TO THE "PASIG."

NARROW ESCAPE FROM SINKING.

The Chinese-owned steamer *Pasig*, a vessel of 484 tons, commanded by Capt. G. Ritchie, had a remarkably narrow escape from sinking when nearing her wharf to-day. She is a regular trader between Canton and Hongkong and at 7 a.m. to-day she returned from one of her usual trips with a large cargo of Chinese provisions. When off the new stone pier near the foot of Cottinger Street, Capt. Ritchie was going slow in order to run out his stern line. Another steamer was just outside of him and he had to come within 6 ft. of the outer end of the new stone pier. No shock or grating was felt by any one on board but suddenly one of the crew came up from the fore hold and reported that the vessel was making water in great quantities. The Chinese crew at once went over the side with their blankets and bedding and found a great hole in the bottom just forward of amidships on the starboard side. They plugged the hole at first they could with their bedding and the main engine was at once connected with the pumps. So great was the rush of water that the vessel went down at the head and her draught forward was about 10 ft. The Captain says that he was highly pleased with his crew, who he said worked like professional divers, and he also states that had there been a delay of a couple of minutes the vessel must have sunk. The cargo in the fore hold is very considerably damaged. Pumping and unloading were carried out when the vessel got to her wharf, and later on she went into dock. When the water was got down somewhat the hole could be seen; it was fully 3 ft. in length.

As to the cause of this strange mishap Captain Ritchie says she must have struck some piece of stone or granite off the pierhead that had been deposited there by the Praya Reclamation workmen and he has heard to-day that even small launches have scraped this obstruction when passing the pier. At any time the wharf is an extremely awkward one to come alongside, owing to the large number of sampans and cargo boats that are always dodging about there, and with this added danger it has become a very serious matter indeed. The authorities, if they were aware that these stones were lying submerged, should have taken steps to have had them removed, or if they are necessary for the support of the pier some piles should have been driven outside of them to prevent shipping coming to grief on them. An enquiry will probably be held and a good deal of interest will attach to the result.

THE SITUATION IN MANILA.

(From Our Resident Correspondent.)

MANILA, May 10th.

The 17th was the twelfth birthday of the King of Spain, and it was celebrated by the firing of salutes, morning and evening, from the Manila batteries.

There is little to chronicle here, beyond the fact that food is growing scarcer than ever and that the Spaniards are unable to preserve any sort of order in the town. They, the Spaniards, say that all the influential Indians have come over to their side, having been promised all the reforms that they demand and also that the priests shall be expelled from the Archipelago.

The Americans have seized two small gunboats, which came up from the south and sailed right into the Bay totally unaware that anything was wrong, and that the Americans were in possession of Cavite.

We have had no news from the outer world except a telegram by way of Borneo bringing favourable news from Cuba, though what the favourable news may be has not been made public.

The Spaniards are still as arrogant as ever, and are convinced that the Americans will never be able to land. They have no idea of surrendering and state that they will fight to the last gasp, and I believe they will. We have heard that a force of five thousand men is on the way from San Francisco, but this has by no means damped the ardour of the Spaniards. Four ironclads are stated to be on the way from Spain and the report has been spread about that the Americans are short of ammunition.

The German Consul is being closeted for hours with the Captain-General, and a report has gone round to the effect that a German steamer, with cargo and provisions, was outside on the 15th, but was not allowed to enter by the Americans. The Captain-General is stated to have told an American reporter that the Commander of one of the German cruisers threatened to force a passage for the German steamer if the Americans prevented her entering the Bay, but this of course is all nonsense, and just serves to show the sort of idle rumours that are in circulation.

I met Don Juan de la Coma, the Captain of the *Don Juan de Austria*, the other day, and he told me that the Spanish fleet was in a shocking state when the Americans arrived. The *Castilla* and *Ulloa* had their machinery broken down at the time, the latter having only two guns that could be used, while the former was so old and leaky that it needed all her engine power to keep her afloat. The *El Duero* had but one gun, and was of less than two-hundred tons displacement. The *Island Luzon* and *Island Cuba* had only one machine-deck, and the *Don Juan de Austria* had three guns, one of which was useless. The Spanish Commanders knew well that fighting was hopeless, but they fought because they knew that public opinion would turn against them otherwise. The fleet did not surrender during the first attack, and had the Americans not withdrawn from the engagement when they did, they, the Spaniards, would have gone out to meet them and died a man. The Spanish fleet was drawn up in a line across the entrance of Cavite Bay in the following order, commencing from the northern end of the line *Duero, Don Juan de Austria, Don Juan de Ulloa, Castilla, Reina Christina, Isla de Luzon* and *Isla de Cuba*.

The courage was frightful, the *Reina Christina*, *Castilla* and *Don Juan de Austria*, reckoning for most of the losses. There were over a thousand men in the Spanish fleet, and more than four hundred were killed and wounded.

The following is a copy of an order posted on the walls of the American Consulate at Manila. —

Asiatic Station.

Squadron General Order, No. 9, U. S. S. Flagship *Olympic*, Cavite, P. I. 10th May, 1898.

The following telegram from the Secretary of the Navy is published to the squadron by this direction:—

"Washington, 12th May, 1898.

"Dewey, Hongkong.

"Following is quotation from Joint resolutions tendered thanks of Congress to Commodore George Dewey, U. S. N., and to officers and men of Squadron No. 10:

"Resolved by Senate and House of Representatives of the United States of America in Congress assembled.

"That in pursuance of the recommendation of the President, the thanks of Congress and of the American people are hereby tendered to Commodore George Dewey, United States Navy, Commander-in-Chief of the United States Naval Force, on the Asiatic Station, for highly distinguished conduct in conflict with the enemy as manifested by him in the destruction of the Spanish fleet and batteries in the harbor of Manila, Philippine Islands, May first, eighteen hundred and ninety-eight.

"That the thanks of Congress and the American people are hereby extended through Commodore Dewey to the officers and men under his command for the gallantry and skill exhibited by them on that occasion.

"This act having been approved by the President of the United States on May tenth, you have been commissioned Rear Admiral. The great pleasure I have in transmitting this information to you which you will convey to officers and men under your command,—

Long.

GEORGE DEWEY.

Rear Admiral U. S. Navy
Commanding U. S. Naval
Force on Asiatic Station.

It is reported that Major General Merritt, who served in the civil war, has been appointed Governor-General of the Philippines, and has sailed from San Francisco in one of the ships conveying troops, accompanied by Major-General Otis and Anderson.

The *Baltimore* and *Calico* have been ordered to Iloilo to recapture the American ship *Savannah* which was taken by a Spanish gunboat.

Consul General Wildman is daily receiving applications from American subjects anxious to volunteer for the war.

It is reported that the Caroline Islands are in revolt, and that they will shortly be in the hands of the rebels, the Spanish garrison being small and no reinforcements available.

**MAT SALLER AGAIN ON THE
WAR PATH.**

It is now evident that the British North Borneo Government have again "struck a snag," imagining that the Mat Salleh episode had come to a satisfactory conclusion.

Not only has that rebel leader again backed out of his newly-sworn allegiance, and that in a spiteful and dangerous manner, but he has taken steps to open up direct communication with the Company in the Gaya district, lately the scene of one of his bold exploits.

Yesterday, it appears information reached Singapore by wire from Labuan that Mr. Wise, one of the B. N. B. officials, who seems to be now at Gaya, had reported by letter to the Resident of Labuan, Mr. Little, that Mat Salleh had again assumed an attitude of open hostility. He had come down to the Insan River, with a large following, with the declared intention of proclaiming his independence of the B. N. B. Government, as ruling Chief of the district, and in no way under the jurisdiction of the Chartered Company. Mr. Wise had apparently gone to try and come to terms with Mat Salleh, this, under the new circumstances, a distinctly silly proceeding.

Meanwhile Mr. William Cowie is on his way from Labuan to Singapore, happy to assurance that he has pacified Mat Salleh, and solved all the Company's difficulties. The *Liberal*, with Mr. Cowie, arrives here to-morrow, and that gentleman's whose passage home has been taken by Elder's mail, will be greatly disillusioned on hearing the gist of the telegram received yesterday in Singapore. That news will probably demand Mr. Cowie's instant return to North Borneo. It certainly means the opening of a fresh chapter of trouble and expense to the Company, and it may involve the employment of a larger force than has yet been made use of, in the successive efforts to capture this turbulent native chief.

H. M. S. *Swift* has returned to Hongkong, and there is now no British gunboat on the coast. Whether the *Flower* will be detached for duty to Labuan, the headquarters of the B. N. B. Government, from Colombo five days hence, is not yet known.

The British North Borneo Company are not yet nearly "out of the wood" over this Mat Salleh business.—*Singapore Free Press.*

THE PLAGUE.

During the 24 hours up to noon, 26th May, 15 new cases and 6 deaths from plague were reported, making the total since 1st January (146 days), 1,705 cases and 1,017 deaths.

A correspondent writes to the *Rangoon Times* :—

"It is most conspicuously accurate study on the bubonic plague in the Calcutta province of India, the origin of the disease, a satisfactory of that locality has described the character, the cause, and the effects of that most terrible scourge. Then, pointing to the fact that the native physicians had confessed their powerlessness to cope with it, he makes mention of several missionaries who had used *Specvacchina* with great success. "Two days ago," adds the writer, "I had the opportunity of questioning on that subject one of these missionaries, Mr. Seguin, who is at present Director of the Seminary of the Immaculate Conception at Bhowa, and he assured me that he had recommended *Specvacchina* to more than a thousand of plague-stricken persons, and that one and all of them had been saved; while on the other hand, the greater number of those who had not employed this remedy had succumbed. The dose of *Specvacchina* administered to the sick varies according to the age of patient and the gravity of the case; the stage of the malady and its progress are taken into account as also the nature of the alarming signs of the symptoms. The dose varies from one to two grammes (fifteen to thirty grains) administered at one time, or more frequently at short intervals, according to the dose and the effects produced. These effects are of two kinds: In most cases the patient experiences nauseous qualms, then vomiting of purulent matter, besides effusions of the same." Sometimes there is no vomiting, but only the effusions; this is a good sign but less safe than the preceding. *Specvacchina* having the inconsequence of being very dear, it has been the custom to give by taste alone, a remedy more in keeping with the scanty purse of the missionary. Unfortunately the change was no success. At least it had no little effect as to serve to establish that no emetic whatever is to be considered equivalent to *Specvacchina*."

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
OMI MARU.....	THURSDAY ISLAND, MOURIL- VAN, DUNGENESS, TOWNS- VILLE, BRISBANE, SYDNEY and MELBOURNE.	FRIDAY, 27th May, at Daylight.
TOKIO MARU.....	NAGASAKI, KOBE & YOKOHAMA	MONDAY, 30th May, at 4 P.M.
INADA MARU.....	YOKOHAMA, (DIRECT)	WEDNESDAY, 1st June, at 4 P.M.
BINGO MARU.....	MARSEILLES, LONDON, and ANT- WERP, via SINGAPORE (Tranship- ping Cargo for Java Ports), PENANG, COLOMBO and PORT SAID	TUESDAY, 7th June, at 4 P.M.
MUKE MARU.....	KOBE and YOKOHAMA	THURSDAY, 9th June, at 4 P.M.
SENDAI MARU.....	VLADIVOSTOK, via SHANGHAI, CHEFOO, CHEMULPO, NAGASAKI, FUSAN and GENSAN.	FRIDAY, 10th June, at 4 P.M.
RIOMU MARU.....	SEATTLE, WASH., via KOBE and YOKOHAMA	THURSDAY, 16th June, at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

Hongkong, 25th May, 1898.

A. S. MIHARA.

Manager.

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAIMUN."

Captain Hedging, will be despatched for the above Ports, TO-MORROW, the 27th instant, at 10 A.M.

For Freight or Passage, apply to
DOUGLAS LAFRAIK & Co.,
General Managers.
Hongkong, 26th May, 1898. [681]

OCEAN STEAMSHIP COMPANY.

FOR SANDAKAN.

THE Company's Steamship

"DEUCALION."

Captain Branch, will be despatched TO-MORROW, the 27th instant, at 10 A.M.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 26th May, 1898. [680]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"HAILONG."

Captain Robson, will be despatched for the above Port, TO-MORROW, the 27th instant, at Noon.

For Freight or Passage, apply to
DOUGLAS LAFRAIK & Co.,
General Managers.
Hongkong, 26th May, 1898. [680]

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK, via SUEZ CANAL.

THE Steamship

"ENERGIA."

will be despatched as above on SATURDAY, the 28th instant, at Noon.

S.S. "AFRIDI" about 20th July, 1898
S.S. "FATHAN" 15th July, 1898
S.S. "MACDUFF" 31st July, 1898
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 25th May, 1898. [353]

FOR SINGAPORE, HAVRE AND HAMBURG.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL and BREMEN.)

THE Steamship

"BELLONA."

Captain F. von Biezer, will be despatched for the above Ports on or about the 28th instant.

For Freight, apply to
SIEMSEN & Co.
Agents.
Hongkong, 17th May, 1898. [650]

FOR NEW YORK, via SUEZ CANAL.

THE Steamship

"QUEEN MARGARET."

will be despatched as above on or about the 5th June, 1898.

To be followed by
S.S. "ST. NINIAN" on or about 19th June, 1898.
S.S. "CRAIGEAR" on or about 3rd July, 1898.

For Freight, &c., apply to
SHEWAN, TOMES & Co.
Agents.
Hongkong, 23rd May, 1898. [485]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND Ports, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AIRLIE."

Captain Koch, will be despatched for the above Ports on FRIDAY, the 10th June, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

M.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 23rd May, 1898. [672]

HAMBURG-AMERICA LINE.

(EAST ASIATIC SERVICE.)

FOR LONDON, HAMBURG AND ANTWERP.

(Taking Cargo at through rate to AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LIVERPOOL, GLASGOW, NORTH and SOUTH AMERICAN PORTS.)

THE Company's Steamship

"ADRIA."

Captain Reuter, will be despatched for the above Ports on or about the 15th June.

For Freight, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 23rd May, 1898. [673]

SAILING VESSELS.

FOR SAN FRANCISCO.

THE British Barque

"WEST YORK."

W. L. Foster, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 7th March, 1898. [352]

FOR SAN FRANCISCO.

THE 100 A 1 British Ship

"IMBERHORNE."

Lover, Master, shortly expected here, will load for the above port and will have quick despatch.

For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 10th March, 1898. [414]

Mails.

Mails.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"BENGAL."

Captain L. M. Whitmer, R.N.R., carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 28th instant at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to
H. A. RITCHIE,
Superintendent.
Hongkong, 16th May, 1898. [5]

NORTHERN PACIFIC STEAMSHIP COMPANY.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Arisona | 5,305 | J. J. Patton, R.N.R. | June 14.
Tacoma | 2,549 | A. Dixon | July 2.
Victoria | 3,167 | J. Truebridge | July 19.
Olympia | 2,608 | T. H. Dobson | Aug. 6.

ALSO
FOR PORTLAND, OREGON, IN CONNECTION WITH

OREGON RAILROAD AND NAVIGATION COMPANY.

Brasmar | 3,601 | E. Porter | June 4.
Mogul | 3,654 | W. H. Wright | June 18.
Columbia | 2,605 | A. Gow | July 9.
Brasmar | 3,601 | E. Porter | Aug. 13.

THE attention of Passengers is directed to the very cheap rates offered by this Line.

HONGKONG TO LONDON £47.
HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery on the Rocky and Cascade Mountains. The Yellowstone National Park route. Passengers to Europe may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £38.
Rates of Passage to other Ports on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to
DODWELL, CARLILL & Co.,
General Agents.
Hongkong, 23rd May, 1898. [4]

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR

SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

M.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

Sachsen Wednesday | 22nd June.
Bayern Wednesday | 20th July.
Prinz Heinrich Wednesday | 17th Aug.
Darmstadt Wednesday | 14th Sept.
Preussen Wednesday | 12th Oct.
Sachsen Wednesday | 9th Nov.
Bayern Wednesday | 7th Dec.
Prinz Heinrich Wednesday | 4th Jan. '99.

ON WEDNESDAY, the 22nd day of June, 1898, at 10 A.M., the Company's Steamship "SACHSEN," Captain H. Seppner, with MAILS, PASSENGERS, SPECIE & CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 20th June. Cargo and Specie will be received on board until 5 P.M. on TUESDAY the 21st June, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 21st June. Contents of Packages required to be signed Receipts will be signed for less than 22.50 and Parcels should not exceed Two Feet Cubic in Measurement.

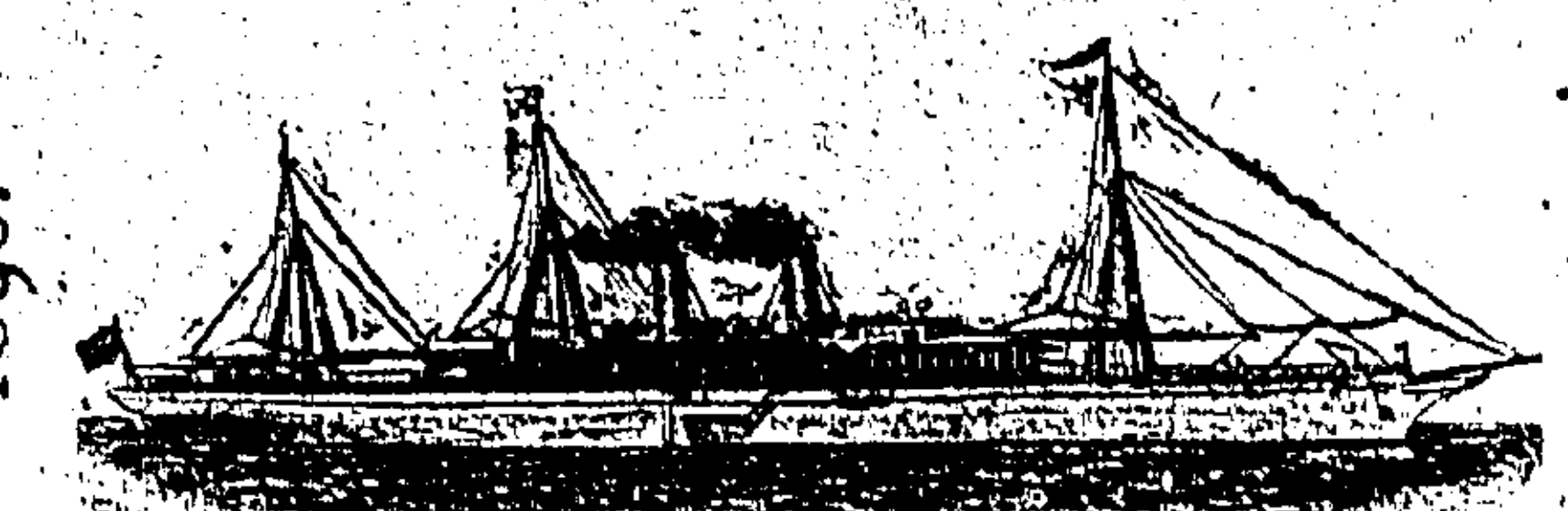
The Steamer has splendid Accommodation and carries a Doctor and 8 Stewards.

Linen can be washed on board.

For further Particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, 25th May, 1898. [685]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, via CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—5,000 Tons—14,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF CHINA...Comdr. H. Pybus, R.N.R. WEDNESDAY, 8th June, 1898.
EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 29th June, 1898.
EMPEROR OF JAPAN...Comdr. Geo. A. Lee, R.N.R. WEDNESDAY, 20th July, 1898.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIA TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leaves daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIA STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Paddy's Street.

Hongkong, 18th May, 1898.

[5]

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 28th May, at Daylight.
Galle (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 16th June, at Noon.
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 25th July, at Noon.

THE Company's Steamship

"COPTIC."

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on SATURDAY, the 28th May, at Daylight.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNITED PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (a vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 19th May, 1898. [5]

BLACKHEAD & CO.

SOLE AGENTS FOR

HARTMANN'S GENUINE COMPOSITION RED HAND BRAND.

HARTMANN'S GREY PAINT.

DAMBLER'S PATENT MOTOR LAUNCHES.

SOLE AGENTS FOR

FERGUSON'S SPECIAL CREAM

AND

P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

HARRIS' KIND OF SHIPS STORES AND REQUISITES ALWAYS IN STOCK.

K. & S. MARSHALL & CO.

Hongkong, 16th May, 1898. [59]

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 7th June, at Noon.
Chirpa (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 16th July, at Noon.
Pera (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 4th Aug., at Noon.

THE U.S. Mail Steamship

"CITY OF RIO DE JANEIRO,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 7th June, at Noon, taking Steamer and Passengers and Freight for Japan, the United States.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNITED PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. the same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office in San Francisco, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 19th May, 1898. [5]

CHS. J. GAUPP & CO.

CHRONOMETER, WATCH, AND CLOCK.

MAKERS, JEWELLERS, SILVER.

SMITHS, AND OPTICIANS.

CHARTS AND BOOKS.

SOLE AGENTS FOR

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